

**COMMENT/RESPONSE LOG**  
**NOVEMBER 2009 OPEN HOUSES (11/18, 11/19 & 11/23)**  
**5TH STREET IMPROVEMENTS PROJECT**  
**CITY OF WOODBURN**

ITEM NO.	REGARDING	COMMENTS	RESPONSE DATE	RESPONSE
1	General	Is this project necessary?		The need for the 5th Street Improvements project was identified and described in the City of Woodburn's Transportation System Plan (TSP) with the goal of relieving traffic congestion on nearby streets. Please see project purpose sheet also provided in the binder material.
2	Speed	Speeds would be worse on a couplet		The speed limit on 3rd and 5th Street is proposed to be maintained at 20 (school zone) to 25 mph. The traffic analysis being completed will make general comparative summaries regarding expected travel speeds along 5th and 3rd for a couplet alternative vs. a two-way alternative on 5th. Traffic calming devices to help keep traffic speeds down. Example devices could include speed humps, curb extensions, channelized striping, additional signing, increased law enforcement, speed radar signs, etc.
3	Speed	There should be limits to control speed		See response to comment #2 above.
4	Parking	St. Luke School needs a lot of street parking		The project design team will look at a variety of parking configurations on 5th Street adjacent to St. Luke School. On-street parking capacity could increase with this project.
5	Parking	More diagonal parking is needed on Yew Street		Yew Street is currently a narrow road between 2nd and 3rd Street. This project will not change the current configuration for this stretch of Yew Street as it is outside the project limits. If Yew Street is extended between 3rd Street and 5th Street, the project design team will explore the opportunity for parking on the extended portion. Parking availability will be largely dependent upon how much, if any, right-of-way can be acquired for the extension.
6	Parking	What will parking on the new street look like? Would it be similar to Front Street?		Several options are available for parking on 5th Street as presented in the conceptual cross-sections. Parallel parking on one or both sides of the street, similar to Front Street, is possible. Angle parking is another option that would be well-suited when paired with a one-way couplet option.
7	Property Impacts	Decrease in property value		Although we cannot predict future property values, new sidewalks and street trees as are planned with this project have been found to increase property values in other communities.
8	Property Impacts	Increased property taxes		Although we cannot predict property tax increases, funds are already available for this specific project. Taxes would not be increased to pay for the project.
9	Property Impacts	Decreased ability to sell/resell property on 5th Street		See response to comment #7 above.
10	Property Impacts	Ongoing maintenance of public landscaping		Landscaping for this project is anticipated to be primarily within planting strips between the curb and sidewalks or where most practical to preserve existing trees or based on other design variables. The project design team will seek to achieve a low maintenance design. Similar to other residential neighborhoods in the City, maintenance will generally be the responsibility of the adjacent property owner.
11	Property Impacts	Loss of trees		The project design team will seek to preserve as many existing mature trees as practical as part of the design. Many existing trees appear to be outside the future roadway limits and may be able to be incorporated into the landscaping design.
12	Property Impacts	Impact of properties by wider street, sidewalk, landscaping		All proposed roadway improvements on 5th Street, including sidewalk and landscaping, would be within existing publicly owned right-of-way. Some properties with frontages on 5th Street have front yards that extend into the 5th Street right-of-way. The portion of these yards that are within the right-of-way may be converted into landscaping and sidewalk areas as part of this project.
13	Yew Street Extension	Displacement of people (property acquisition) as a result of the Yew Street extension		If the decision were made to extend Yew Street, additional right-of-way will be needed between 3rd Street and 5th Street. The amount of right-of-way needed to complete the extension is yet to be determined. There are three properties potentially affected by the proposed Yew Street extension including the Woodburn Community of Christ church and 6-plex apartments on 5th Street and a single family residence on 3rd Street.

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14	Yew Street Extension	Loss of parking at Community Christ Church		If the decision were made to extend Yew Street, right-of-way from the Community Christ Church will be needed. The right-of-way needed would include a portion of the existing church parking. If right-of-way is decided to be acquired, the project design team will work with the CAC and church to develop a design that addresses parking needs for the church. Possible solutions include additional on-street parking or an extension of the existing parking lot.
15	Buses	School buses and public transit causing traffic back-up at Harrison and 5th in the morning		One of the project goals is to improve the overall bus routing with this project. Current routes could remain unchanged or be modified to more efficiently use the proposed connection with Hwy 214. The project design team will work with administrators of the school and public transit system to design a project that meets the needs of each bus system. Potential congestion at 5th and Harrison will be reviewed as part of the traffic analysis and will be considered when evaluating adjustments to the bus routes.
16	Buses	Loss of the existing bus stop at Nuevo Amanecer		See response to comment #15 above.
17	Construction	Air quality impacts during construction		As with any construction project, there would be some short term inconveniences during construction. Construction equipment and asphalt fumes, for example, are part of the typical construction process. <u>Dust can be minimized with watering trucks.</u>
18	Construction	Distraction of students at school during construction		The construction timeframe has not been determined, although typically the best time to complete roadway work as part of this project is during <u>the summer when students are on summer vacation.</u>
19	Crime	Increased crime due to better access to houses		New street lighting system and other enhanced facilities are expected to have a positive overall impact on crime although the overall project affect on crime levels is difficult to predict.
20	Traffic	Truck traffic on 5th Street		The traffic analysis currently being completed will forecast future traffic volumes on 5th Street as well as along key adjacent roadways within the neighborhood with and without the 5th Street improvement project. The analysis will include using and adjusting an established regional transportation model that is also being used as part of the potential highway 214 widening project. This analysis will also include projecting truck traffic volumes along 5th Street and other adjacent roadways. Preliminary results of the analysis are expected to be available at the second CAC meeting.
21	Traffic	Increased traffic on 5th Street		See response to comment #20 above.
22	Traffic	Impact on Meridian Drive		See response to comment #20 above.
23	Traffic	Impact on Harrison Street, which is already congested		See response to comment #20 above.
24	Traffic	Project will divide the community		It appears the concern is that neighbors across the street from each other will have reduced access. Although this project would increase traffic volume on 5th Street, neighbors would still be able to safely cross the street. Building sidewalks and planting trees might actually make walking through the neighborhood more comfortable. The project would create better connections within the greater Woodburn community by providing another safe way to cross Hwy 214. <u>Providing this type of connection is a primary goal of the project.</u>
25	Traffic	Safety for the neighborhood rabbit		Construction activities will likely pose some unavoidable short term risks to the rabbit's safety and increased traffic volume after construction will increase the long-term risks.
26	Traffic	Safety for children crossing the street		Signalized crossings at Hwy 214 would allow protected passage across the highway. Along 5th Street, project amenities such as sidewalks, ADA ramps, crosswalks, curb extensions, street lighting, and other potential pedestrian facilities would enhance pedestrian safety. Final locations and orientations of these items will be determined during final design. The geometric and streetscape designs can be tailored to foster appropriate speeds and lessen the impacts from the increase in traffic volume. The traffic analysis currently being completed will include an assessment of traffic safety based on a review of the City's TSP and other available planning documents. It will also include an evaluation of historical crash data along Highway 214 at the study intersections.
27	Traffic	Safety around St. Luke's School (particularly at pick-up and drop-off times)		See response to comment #26 above.

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28	Traffic	Safety for kids in the neighborhood - kids at Nuevo Amanecer currently play near 5th Street		See response to comment #26 above.
29	Traffic	Local children will not be able to play together		There are several locations for children to play on either end of 5th Street including St. Luke's playground and fields as well as the Nuevo Amanecer community area.
30	Traffic	Decreased ability to pull out of the driveway at Nuevo Amanecer		The traffic analysis currently being completed will evaluate driveway operations at the Nuevo Amanecer as part of the overall traffic operations analysis of Highway 214/5th Street.
31	Traffic	There will always be traffic and this project only moves it from one place to another		It is true that the goal of this project is to disperse traffic such that congestion is relieved at other critical locations. The goal of the project is not to reduce traffic volumes, but to better manage the flow patterns by providing the proposed 5th Street connection.
32	Traffic	Increased wear and tear on adjacent streets (particularly Fir Street)		The proposed improvements should actually reduce the total wear and tear (vehicle miles traveled) on adjacent streets by providing a shorter optional path for vehicles to take to access Hwy 214 as compared to the route vehicles currently take. For instance, a resident on 5th Street can drive directly to Hwy 214 rather than a more circular path to Harrison, Settemier and then to Hwy 214.
33	Traffic	5th Street is too small to handle this great an increase in traffic		It is true that 5th Street in its current condition does not have sufficient width to handle the increased traffic. The proposed 5th Street improvements would provide adequate lane widths for one- or two-way traffic within the existing public right-of-way
34	Traffic	The intersection of 5th and Harrison is too small for the amount of new traffic		See response to comment #33 above.
35	Traffic Flow	Traffic will be choked at Harrison Street since 5th jogs there		See response to comment #20 above.
36	Traffic Flow	Where will traffic go? This is not a complete route		This project will allow local residential traffic another option to access Hwy 214 without having to use another route like Settemier or Front Street. 5th Street is not intended to be a complete through-route from one end of the City to another, but rather an "access" street that connects other collectors and arterials.
37	Traffic Flow	Will the project include improvements to more north-south streets south of 5th Street?		No. This project is intended to address 5th Street (and possibly 3rd Street) between Hwy 214 and Harrison.
38	Traffic Flow	The project is not "thought through"		An entire project design process to address the various concerns has not yet been completed. At this stage, the project need and purpose have been established. In order to determine the feasibility for the project, designs will be completed to the 30% design level. The City Council will then vote to determine whether the project should continue through final design and construction.
39	Proximity to School	Increased air pollution		Preliminary modeling results using EPA's SCREEN3 indicate that exposure levels to pollutants from increased traffic on 5th Street would be well below the accepted thresholds established under the National Ambient Air Quality Standards and would not be a significant impact. Carbon monoxide (CO), the largest single criteria pollutant emitted from gasoline vehicles, does not approach concentrations anywhere near the 8-hour threshold of 10 mg per cubic meter of air.
40	Proximity to School	Health issues, allergies		See response to comment #39 above.
41	Proximity to School	Increased road noise		Noise impacts are being investigated. Relative increase in noise will be well below that required for mitigation (an increase in 10 dBA Leq or a peak hour level of 65 dBA Leq). As an example, exterior noise levels recently measured at residences near the I-5/1-205 junction range between 61 and 74 dBA Leq.
42	Proximity to School	Loud music from car stereos		See response to comment #41 above.
43	Proximity to School	Distraction to students in class at St. Luke's School		See response to comment #39 and #41 above.
44	General	Keeping Woodburn green (green zone)		"Green" concepts are inherently part of the project design such as preserving existing mature trees, inclusion of new landscaping strips, and potential low impact development approaches to the management of stormwater runoff. As project designs progress, the project design team will look for other opportunities to effectively include green stewardship concepts.

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45	Cost	The study will be expensive		The City is investing in preliminary design efforts to determine the project feasibility prior to committing a larger amount of funds to the project. The relative cost to complete preliminary design is a small percentage (on the order of 5%) of the total design and construction costs.
46	Cost	This is not the best use of City of Woodburn money		This project is identified in the City's Transportation System Plan, which is a planning document identifying deficiencies in the existing transportation network and recommended actions to address those deficiencies. This project is one of the recommended actions to merge the two segregated sections of 5th Street to allow neighborhood traffic to access the churches, businesses, and the Woodburn High School. Funds have already been raised by the City for the purpose of completing this project.
47	Cost	Who will pay; what will the source of funding be?		The City of Woodburn is funding this project through already established funding mechanisms.
48	Cost	Who will benefit from the costs they bear?		The project will benefit a large portion of the City. Residents within the neighborhood around 5th Street will benefit from new pedestrian facilities, improved drainage system, landscaping, street lighting, new pavement, signing, striping and a new signal at Hwy 214 to improve turning movements. Residents of the broader community will also benefit through the reduction in congestion at key intersections, most notably Hwy 214 and Settlemier.
49	Cost	Does the benefit really justify the difficulties it causes?		The project design team believes the numerous benefits of this project to the community outweigh the difficulties.
50	Cost	The economy is bad at this time		Although the economy is indeed struggling, funding for this project has already been established. This project is actually anticipated to help the local economy in the short-term by providing jobs and in the long-term by reducing congestion and the number vehicle miles traveled (reduced gas consumption and time spent on the road).
51	General	Through-traffic is not a benefit to the neighborhood, the church (St. Luke's), or the school; it will only benefit other families		The traffic analysis currently being completed will summarize the expected users of 5th Street to better identify who will benefit from the connection to Hwy 214. Although increased traffic can be seen as undesirable for the neighborhood, the neighborhood would benefit in other ways such as improved pedestrian facilities, landscaping, increased parking, etc.
52	Process	The public should have been involved sooner		This project was first identified in the City's Transportation System Plan as a potential project to meet a transportation need. The TSP is available on the City's website for the public to view. It was not until recently that funds became available to consider implementing this project. Since no work beyond what was presented in the TSP has been completed, there was insufficient information to present to the public beyond what was already publicly available in the TSP. The public will have many opportunities throughout the Open Houses and CAC meeting process to provide comments and influence the proposed design leading up to the 30% design level. The City Council will hold a public hearing at that point where public testimony will be accepted and then vote on whether to proceed with the project.
53	Traffic	One-way streets are not beneficial		One-way streets have several benefits and tradeoffs as compared to two-way streets depending on the priorities of the community. A one-way system on 5th and 3rd Streets for instance would allow for increased space for parking, sidewalks, landscaping, etc. since only one lane of traffic would be needed. However, local accessibility to residences would be limited as traffic could only approach from one direction. The traffic analysis being completed will summarize the pros and cons of converting 5th and 3rd Streets from two-way roadways to a one-way couplet. The project design team is interested to hear all comments and opinions from the CAC in this regard during the alternatives analysis discussion.
54	General	Impact to the preservation district		The City believes the Fifth Street Improvement Project is consistent with the Transportation System Plan and the Comprehensive Plan. The historic preservation district overlay was established to preserve the architectural features of structures constructed between 1890 and 1940. The Fifth Street project will not impact any historical structure.

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55	General	5th Street did not originally connect to the highway; the Church and residents have been here longer than the street		It is true that many residences and St. Luke's Church existed prior to and during the evolution of 5th Street into its current state. The current proposal to connect 5th Street to Hwy 214 would indeed create a new connection where one has not been previously available. As documented in the TSP, the City believes there would be several benefits to nearby residents, the churches and this region of the City as a whole through this project that will be discussed and evaluated during the CAC process.
56	General	Impact of the new development on 2nd Street		The City believes that the 5th Street project will provide an alternate access for new development on 2nd Street. Access to this new development is marginal because of the current condition of 2nd Street and the 5th Street project is not anticipated to significantly contribute to this problem.
57	Traffic	A new signal on Hwy 214 at 5th Street will back up traffic on the highway		See response to comment #20 above. Potential for traffic queuing on Hwy 214 will be included as part of the traffic analysis.
58	Pedestrian	Pedestrians do not want to cross the highway at 5th Street because there is not much to visit along Meridian Drive.		The traffic analysis being completed will summarize the existing and future pedestrian crossings at the Highway 214/5th/Meridian intersection.
59	TSP	Butteville and Crosby are a bigger problem		The intersection of Butteville and Crosby is located approximately 2 miles to the northeast of 5th and Hwy 214. Traffic congestion at that location can be addressed as part of future Transportation System Plan updates. The proposed 5th Street improvements are being considered to address traffic congestion in a more focused area of the City around 5th Street.
60	Design	Bulb-outs may impede truck/bus traffic.		Bulb-outs can indeed limit truck and bus turning movements. Bulb-outs also have several potential benefits such as shortening pedestrian crossing distances and providing a traffic calming effect. The project design team will seek input regarding truck/bus routing and turning movements to properly locate and design bulb-outs during the final design process if the project is approved by the City Council at the 30% design level.
61	Signal	A signal is needed at Hwy 214 and 5th Street for pedestrian safety		A signal at this intersection would enhance pedestrian safety. The traffic analysis will evaluate multiple traffic signal warrants at the Highway 214/5th/Meridian intersection, including warrants based on pedestrians and safety.
62	Signal	A signal would make it easier to get in and out of the Seventh Day Adventist Church		A signal at this intersection would allow for consistent and safer vehicle turning movements between Hwy 214 and 5th Street.
63	Process-Specific	You will never please everyone		Consensus is not the goal of the project.
64	Community Interests	The safety and livability of 19,800 other citizens of the community should take precedence over the objectives and inconvenience of 200		The project design team will seek to design a project that maximizes benefits for all who are affected by this project. Benefits and impacts for residents on 5th Street will be viewed differently than those who use the transportation system but don't live directly on 5th.
65	Community Interests	I support whatever is better for the community as a whole		Design team will seek a community oriented solution to propose to the council.
66	Traffic Flow	I agree that 5th Street should be opened		See response to comment #20 above.
67	Crime	I think this project is a good idea and I hope it brings down crime rates		See response to comment #19 above.
68	Process-Specific	A pros and cons list for the project		The project design team is developing an alternatives spreadsheet to show how each alternative responds to the primary community concerns and engineering objectives. Perceived pros and cons are often subjective. The project design team will give examples of benefits at the first meeting and will seek feedback from the CAC members to expand the pros and cons list for further evaluation at the second meeting.
69	Process-Specific	Make a detailed map with accurate depiction of right of way limits and how they affect given properties		Plan view alternatives will be provided. These figures will show right-of-way considerations among several other items. As feedback is obtained from the CAC members, the project design team will provide additional detail on these figures for continued evaluation.
70	Process-Specific	Do not use overly technical vocabulary at committee meetings		The project design team will attempt to phrase the discussion in an understandable way.
71	Process-Specific	Listen to citizen comments		The project design team is very interested and committed to listening to citizen comments through the CAC meeting process.
72	Process-Specific	Have a Woodburn Independent rep at the meetings so the paper can report the information to the population		The newspaper was provided information about the open house events so they could attend, but they chose not to. Reporters are welcome to attend CAC meetings.

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73	Process-Specific	It seems to have already been decided that the project will happen, and the focus seems to be on selling the project to the public, rather than truly being open to the community's concerns		The City has only committed to developing a project design to the 30% design level in order to determine the project feasibility. The project will be voted on by the City Council at the 30% design level to determine if the project will continue through final design and construction. The project design team will actively listen to the community concerns throughout the preliminary design process.
74	Process-Specific	Earlier notification, more complete information on fliers		See response to comment #52 above.
75	Process-Specific	Have a meeting earlier than this; get the public involved before the project is awarded for design		See response to comment #52 and #73 above.
76	Process-Specific	More information in the local newspaper		The project design team will make information available to the <i>Woodburn Independent</i> , although it will be the decision of the newspaper as to what information will be published.
77	Process-Specific	Announce the meeting by telephone		The City does not have a record of personal phone numbers, but if citizens share their phone number or email with the project team, they will be notified of the next public hearing on the project.
78	Process-Specific	Need someone to explain the project better in Spanish		The project team will work to improve how we provide project information in Spanish. Your specific feedback on how we can improve is greatly appreciated.
79	Process-Specific	Let us know the final decision		See response to comment #73 above.
80	Process-Specific	Distribute fliers to a wider audience (all property owners)		The City is committed to providing project information to all property owners and residents along 5th Street. Any omissions in the past were unintentional.
81	Traffic	Consider a stop sign on 5th Street where the barrier is now		The traffic analysis will evaluate operations at intersections along 5th Street and recommend traffic control devices as appropriate, including stop signs.
82	Signals	Consider a traffic signal at Salud Medical Center/Park Ave		While this intersection might meet warrants for signalization, it is located outside the project limits. A signal at this intersection could be evaluated as part of the Hwy 214 widening project or separately as another future City project.
83	Traffic	Consider speed humps on 5th Street		Speed humps are one of many traffic calming devices that could be included and will be evaluated during the design of 5th Street.
84	Pedestrian	Consider a pedestrian crossing over Hwy 214 instead of opening up 5th Street		The traffic analysis will evaluate the pedestrian volumes crossing Highway 214 to determine the feasibility for a crossing; however, this feature is likely outside the scope of this project. A pedestrian crossing over Hwy 214 would likely improve pedestrian safety, although it would not address the traffic congestion issues that led to the inclusion of this proposed project in the City's TSP. See alternatives comparison table for additional information.
85	TSP	Consider alternatives to 5th Street		Please see alternatives comparison table for additional information.
86	TSP	Amend the TSP to remove 5th Street as a through street		If at the 30% design level the City Council votes to not proceed with this project, future updates to the TSP will recognize this decision.
87	TSP	Consider a by-pass of Hwy 214 to provide an alternative for local traffic		A potential bypass of Hwy 214 would be a significant undertaking (hundreds of millions of dollars) and is outside the scope of this project. This type of alternative might be considered as part of the Hwy 214 widening evaluation that is currently being worked on.
88	TSP	Opening Commerce Way to Hwy 214 would be a better option		Opening 5th Street to Hwy 214 is intended to provide a neighborhood connection that will relieve traffic congestion on nearby streets. Since Commerce Way is 5 blocks away and adjacent to Front Street which also has a connection to Hwy 214, connecting Commerce Way to Hwy 214 is not expected to provide the same level of traffic relief to the streets around 5th Street.
89	Signals	Please put a light at the exit/entrance of Nuevo Amanecer onto 5th Street		The traffic analysis will include review the volumes at this access; however, signalization is highly unlikely at this location given the close proximity to the Highway 214/5th/Meridian intersection.
90	General	What is the benefit for our children?		Potentially shorter street crossings with crosswalks (couplet option), signalized crossings of Hwy 214, street lighting, sidewalks and ADA ramps are all examples of proposed facilities that can be seen as benefits for the children and all pedestrians.

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91	General	If 5th Street is not opened, does that mean there won't be a traffic signal?		The traffic analysis will include a signal warrant study at the Highway 214/5th/Meridian intersection to determine if it is warranted with or without the 5th Street connection. However, it is very unlikely that ODOT would accept a standalone signal project if 5th Street is not opened even if warrants were met (meeting a warrant is a necessary, but not sufficient condition to install a traffic signal on a highway).
92	General	If Hwy 214 is widened, do we really need this project?		Widening of Hwy 214 is not yet certain, and if it is widened, it may not happen for several years. This proposed project is anticipated to provide more immediate traffic relief for the streets around 5th Street and will continue to provide better traffic dispersion if/when Hwy 214 is widened.
93	General	Why 5th Street and not another street like Settlemier Ave?		Settlemier Street has already been developed to a large extent and 5th Street provides a good opportunity to help relieve traffic congestion in the area at a relatively low cost.
94	Process	Will the Planning Commission vote on the project?		See response to comment #73 above.
95	Process	There are many people impacted negatively; how will you weigh their concerns against the needs of the entire community?		For those people who feel they are negatively impacted, the design team will record their specific concerns through the CAC process. The project design team will determine how to address these concerns within the scope of the project and suggest possible options and design solutions during the meeting process. Concerns will be weighed and addressed differently depending on the degree of impact and whether practical solutions can be found.
96	Funding	Can the City pay for improvements to the school property to mitigate noise and air quality impacts?		See response to comment #39 and #41 above.
97	Design	How wide will the road be?		The road width has not yet been determined. The project design team will present several options at the CAC meetings for consideration. The road width may change along 5th Street depending on community needs. All improvements are planned to remain within the existing 60 foot right-of-way and a maximum of two travel lanes are being considered for this project.
98	Design	How close will the road be to the school building?		See response to comment #97 above.
99	Funding	Has the City received Federal funds for this project?		No. All funds will be through the City.
100	Traffic	Aren't we just moving the problem from one place to another?		The goal of this project is to relieve congestion to streets adjacent to 5th Street without surpassing the capacity of 5th Street itself.
101	Traffic	What will the new vehicle count of 5th Street be?		See response to comment #20 above.
102	Construction Schedule	When would the signal at Hwy 214 and 5th Street be installed?		If a traffic signal is warranted, the signal would be installed when 5th Street is improved. A construction schedule for this project has not yet been completed. If the City Council votes to continue with this project, construction would likely be in 2011.
103	Traffic	How much traffic will this project remove from Settlemier Ave?		See response to comment #20 above.
104	Signals	What are ODOT's standards to approve a signal?		In order to construct a signal on ODOT right-of-way, ODOT requires that a traffic signal warrant analysis be completed. There are several criteria that are used during this analysis to determine if a traffic signal meets "warrants" such that it can be justified. When a traffic signal meets warrants, it means that a signal can be justified at that location, although it is not required. As noted above, meeting warrants is a necessary but not sufficient condition for signal installation.